

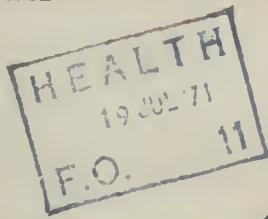
21

City & County of Bristol

PORT HEALTH AUTHORITY

ANNUAL REPORT.

1970



P O R T
H E A L T H S E R V I C E S
A N N U A L R E P O R T.

1970

Dr. G. N. Febry, Principal Medical Officer (Port).

This report is prepared on the lines indicated on
Form Port 20, issued by the Department of Health and
Social Security to Port Health Authorities.



Members of the
SOCIAL SERVICES COMMITTEE
1970

Alderman C. Hebblethwaite, C.B.E. (Chairman)
Councillor Mrs. G. C. Barrow (Vice-Chairman)
Alderman Mrs. H. Bloom
Alderman Mrs. M. E. Castle, O.B.E., J.P.
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A faint, light-colored watermark of a classical building with four columns and a triangular pediment is visible in the background.

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TABLE A - STAFF

Name of Officer	Nature of Appointment	Date of Appointment to:- Department Present Post	Title, Qualifications, etc.	Any other Appointments held
Wofinden Dr. R.C.	Port Medical Officer of Health	29. 9.47	1. 2.56 M.D., B.S., M.R.C.P., D.P.H., D.A.	Medical Officer of Health
Skone Dr. J.F.	Deputy Port Medical Officer of Health	1.10.59	M.D., B.S., D.P.H., D.C.H., D.I.H.	Deputy Medical Officer of Health
Febry Dr. G.N.	Principal Medical Officer (Port)	20. 1.58	1. 5.62 M.B., Ch.B., D.P.H.	-
Tomlinson Dr. P.	Medical Officer (Port)	20.11.57	10.10.60 M.D., B.S., D.P.H., D.T.M. & H.	
Hamblett Dr. E.P.	Medical Officer (Port)	5. 5.69 (until -31.12.70)	27. 6.69 M.D., Ch.B., D.P.H., D.C.H., D.T.M. & H.	
Creech G.J.	Chief Port Health Inspector	24. 4.33	19.12.63 M.B.E., C.St.J., F.R.S.H., M.A.P.H.I.	Chief Public Health Inspector
Downing G.F.	Deputy Chief Port Health Inspector	13. 4.64	13. 4.64 A.M.I.P.H.E., M.R.S.H., M.A.P.H.I.	Deputy Chief Public Inspector
Howells E.M.	Specialist Inspector (Port)	1. 5.67	3. 2.69 Certs: of R.S.H. & P.H.I. E.J.H., & R.S.H. Meat & Other Foods	
Fowler C.H.	Public Health Inspector (Port)	1. 9.57	1. 9.57 Cert: of R.S.H. & P.H.I.E.J.B.	
Lack W.H.G.	Public Health Inspector (Port)	23. 7.62	23.7. 62 Certs: of R.S.H. & P.H.I. E.J.B., & R.S.H. Tropical Hygiene	
Stinchcombe E.N.	Public Health Inspector (Port)	2. 9.57	1. 6.65 Certs: of R.S.H. & P.H.I. E.J.B., & R.S.H. Meat & Other Foods	
King M.R.B.	Group Clerk	31. 1.66	31. 1.66 L.G.E.B. (Clerical Exam.)	

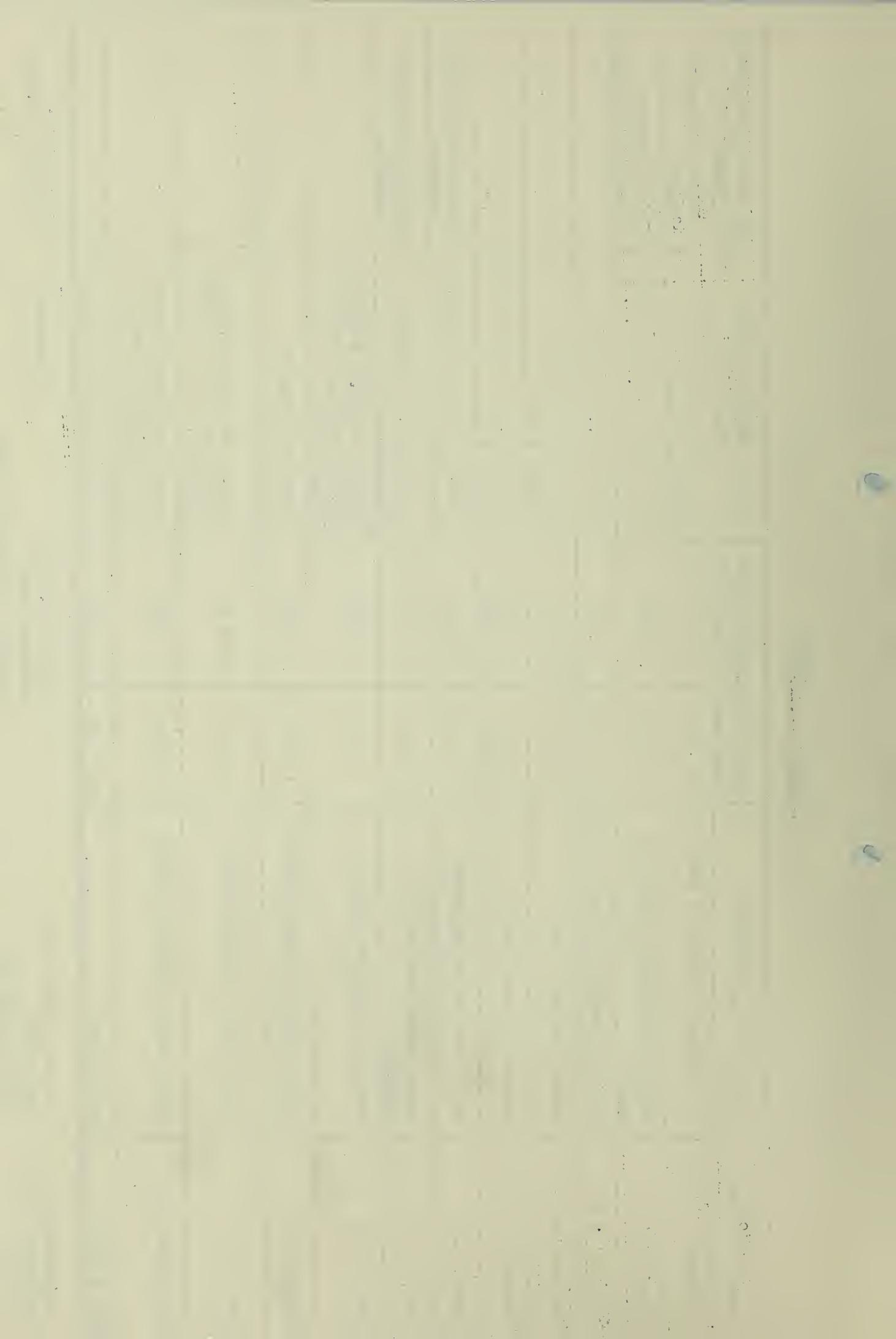
Departmental
Addresses &
Tel: Nos.

Port Health Office,
Avonmouth Docks

Port Health Clinic
Tower Hill
Bristol BS99 7BQ
Tel: Bristol 21010 (STD. 0272 - 21010)

"Portelth" Bristol

Avonmouth 3038 (STD. 02752 - 3038)



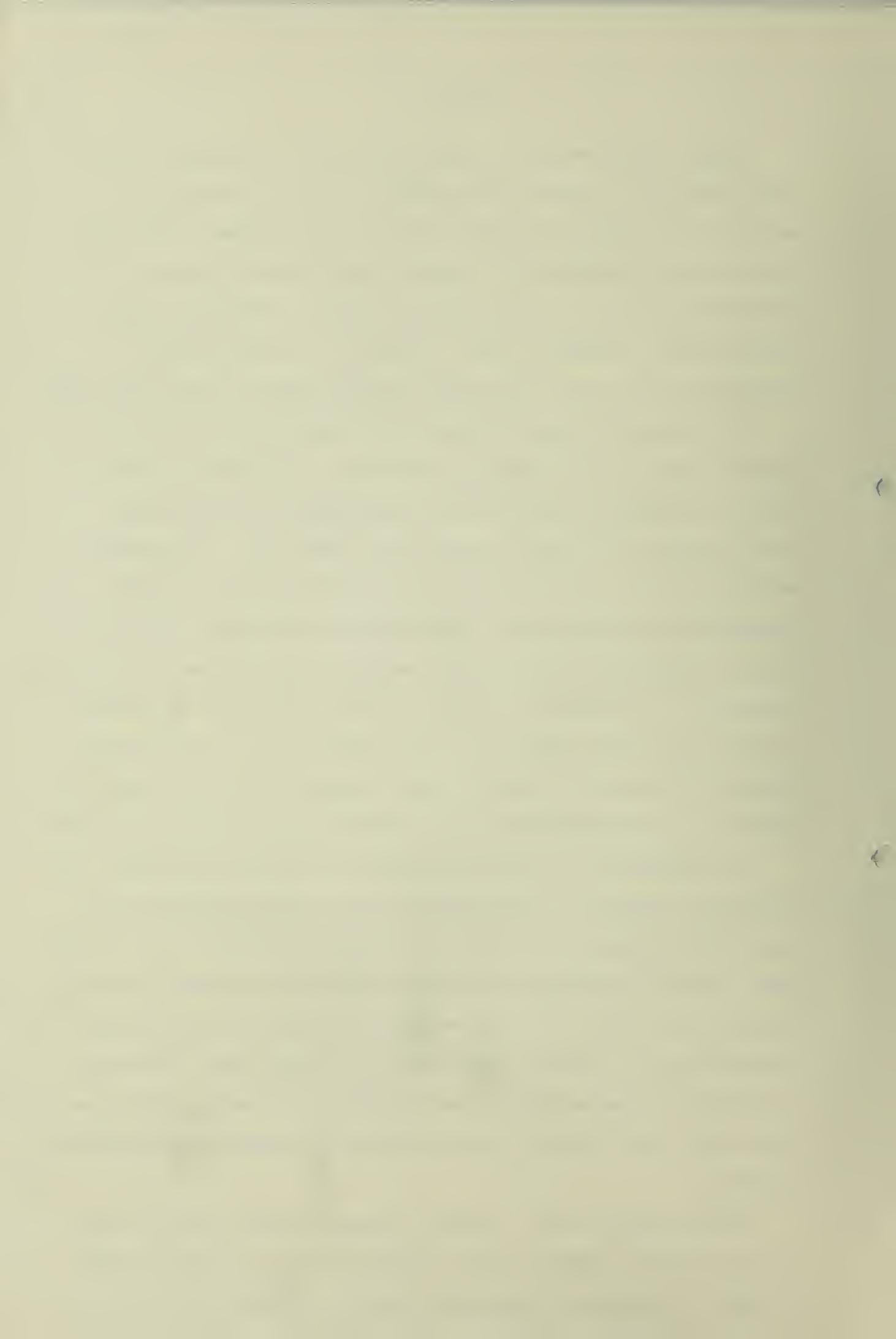
PREFACE

During 1970 there was an overall reduction in shipping traffic, 5,509 arrivals as compared with 5,609 in 1969, due entirely to a decline in the number of foreign traders which totalled 1,138, 498 less than the previous year. Foreign imports which totalled 3,170,982 tons fell some 660,000 tons below the 1969 figure with a 16.4% decrease in imported food. Imports of tea rose by over 10,000 tons and of grain and animal feeding stuffs by over 23,000 tons.

A considerable range of tropical and semi-tropical diseases are imported each year into European countries. The number of traders arriving in Bristol from potential smallpox infected areas showed little change in 1970 (186) compared with 1969 (193). Information concerning cholera infected areas as notified by the World Health Organization was appropriately circulated and attention drawn to the revised requirements concerning International Certificates for Cholera Vaccination. Two cases of malaria were seen during the year amongst the crews of vessels trading with West African ports, one a British officer of 38 years, the other a German seaman of 36 years. Both had Plasmodium falciparum malaria and responded satisfactorily to treatment.

The Department of Trade and Industry revised the requirements for the medical training of deck officers in the Merchant Navy and Fishing Fleet and plans were made for the introduction of two new certificates, The First Aid at Sea-Certificate and The Ship Captain's Medical Training Certificate. It will be possible to use the Ship Captain's Medical Guide as a training manual and it is hoped useful instruction can be given on the recognition and treatment of diseases seen at sea and perhaps, most important, the prevention of tropical and infectious diseases.

At the Avonmouth Dock Special Treatment Clinic there were seen 4 cases of primary Syphilis, all acquired outside the United Kingdom; 28 cases of Gonorrhoea, 6 acquired locally, 4 outside and 18 within the



United Kingdom; 36 cases of non-specific Urethritis; 4 of Lymphogranuloma and 3 of Chancroid.

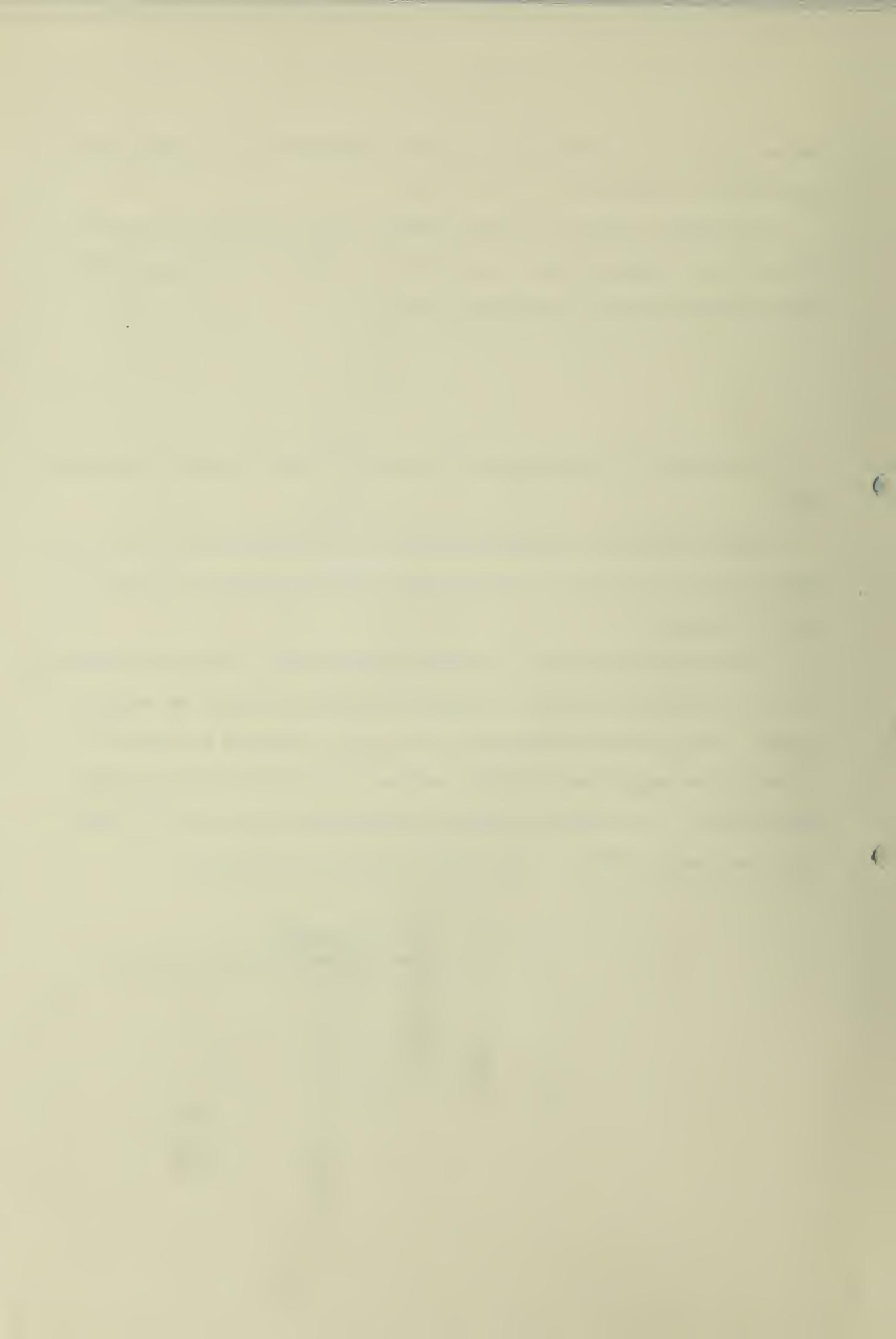
In December the Public Health (Aircraft) Regulations 1970 and the Public Health (Ships) Regulations 1970 were published and replaced the existing Regulations on 1st January, 1971.

No aliens or immigrants were referred for medical examination during 1970.

Local Government re-organisation and the implementation of the West Dock Bill will call for a new look at the inland boundaries of the Port Health Authority.

I am grateful for the co-operation given during the year by officers of H.M. Waterguard, the Port of Bristol Authority and various shipping agents. This report is prepared on the lines indicated in form 20, issued by the Department of Health and Social Security to Port Health Authorities. I am glad to express my appreciation to Dr. G. N. Febry, Principal Medical Officer (Port), for collating the contents.

R. C. WOFINDEN,
Port Medical Officer of Health.



Bristol
Port Health Authority

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Jurisdiction

The present limits of the Port Health Authority are defined in Article III of a Local Government Board Order dated 11th June, 1894 as follows:-

"The jurisdiction of the said Port Sanitary Authority shall extend to so much of the said Port of Bristol as is comprised within the following lines, that is to say, a straight line drawn from the most westerly extremity of Swallow Point to the south-western extremity of the common boundary of the Ports of Newport and Bristol, and a line drawn thence and following the boundary of the Port of Bristol to its termination at the site of the Severn Tunnel, together with the waters of the said Port of Bristol within such limits, and the place or places for the time being appointed as the Customs Boarding Station or Stations for such part of the said Port, and the place or places for the time being appointed for the mooring or anchoring of ships for such part of the said Port under any Regulations for the prevention of the spread of diseases issued under the authority of the Statutes in that behalf, and all islands, bays, harbours, rivers, creeks and canals within the aforesaid limits."

FORT HEALTH SERVICES

ANNUAL REPORT

1970

Section I

INTRODUCTION

An overall reduction in shipping traffic, 5509 arrivals as compared with 5609 in 1969, was due entirely to a decline in the number of foreign traders which totalled 1138 i.e. 498 less than the previous year. Coastwise arrivals, however, showed an increase of 599 over the same period.

Of the foreign arrivals 186 vessels were direct from smallpox infected areas and were boarded on arrival by a medical officer. The continuing risk of smallpox to all non-endemic countries was illustrated during the year by importations of this disease into the Federal Republic of Germany, Saudi Arabia, Uganda and Zambia. In the former, a single imported case gave rise to an outbreak of 20 cases in a hospital, with four deaths. This was of particular interest since detailed epidemiological studies indicated that most of the secondary cases were infected by smallpox virus disseminated by air over a considerable distance. This is in distinct contrast to the usual pattern of transmission involving personal contact.

Following the rapid extension westwards of cholera during the latter half of the year and the subsequent isolation of cholera organisms from a traveller from Tunisia returning to his home in North Wales, information concerning cholera infected areas as notified by the World Health Organisation was appropriately circulated and attention drawn to the revised requirements concerning International Certificates of Cholera Vaccination.

Although this is primarily a potential health hazard associated with the speed of air travel, all vessels arriving at the seaport from cholera infected areas were visited and notices left on board asking the Master to notify the Fort Health Authority of any sickness occurring whilst the vessel was in port.

With a decrease in shipping traffic, foreign imports which totalled 5,170,962 tons fell some 660,000 tons below the 1969 figure with a 16.4% decrease in imported food. Imports of tea, however rose by over 10,000 tons, and grain and animal feeding stuffs by over 25,000 tons each. Foreign exports totalled 123,008 tons, 26422 tons below the 1969 figure.

1076 samples of various imported foods were taken during the year; details relating to this work are given in Section XVII of the Report.

1970 saw the completion at Avonmouth of a number of projects designed to improve cargo handling. These included modernisation of cranes at "O" and "P" Sheds, provision of special facilities at "N" berth for the Bristol Steam Navigation container service with Ireland and the installation of new intake and suction plants to speed the discharging of grain.

Developments outside the Dock following the Governments' approval of the Port Authority's West Dock Scheme will no doubt receive considerable attention in the coming year.

Section II
 AMOUNT OF SHIPPING ENTERING THE DISTRICT
 DURING THE YEAR

Comparative figures for foreign and coastwise vessels, together with import and export tonnages during the last five years, are shown in the following table:-

Year	Vessels normally trading		Tonnage of Foreign	
	Foreign	Coastwise	Imports	Exports
1970	1,138	4,371	3,170,982	123,008
1969	1,636	3,972	3,732,773	149,430
1968	1,615	3,815	4,044,015	200,964
1967	1,724	4,305	3,975,205	176,422
1966	1,699	5,167	3,987,037	234,309

Section III
 CHARACTER OF SHIPPING AND TRADE DURING
 THE YEAR

The character of shipping and trade is shown in Tables B and C.

Table B

AMOUNT OF SHIPPING ENTERING THE DISTRICT
DURING THE YEAR

Ships from	Number*	Tonnage*	Number inspected		No. of Ships reported as having or having had during the voyage infectious disease on board. +
			by the Medical Officer of Health	by the Public Health Inspector	
Foreign Ports	1,138	2,858,262	186	1,921	48
Coastwise	4,371	2,050,961			
Total	5,509	4,909,223	186	1,921	48

* Figures supplied by courtesy of the Port of Bristol Authority (discrepancy between number of vessels shown as arriving and number inspected in foreign section arises from differing classification of 'Foreign' and 'Coastwise' vessels as applied by the Port of Bristol Authority and the Bristol Port Health Authority).

+ Excluding vessels having venereal disease on board.

Table C(a)

PASSENGER TRAFFIC

		Seaport	Airport
Inwards	British (United Kingdom)	143	31,596
	British (Commonwealth)	45	217
	Alien	314	4,715
Outwards	British (United Kingdom)	79	34,637
	British (Commonwealth)	23	200
	Alien	169	4,563

PRINCIPAL PORTS from which ships arrive: Vessels arrive in the Port of Bristol from all parts of the world.

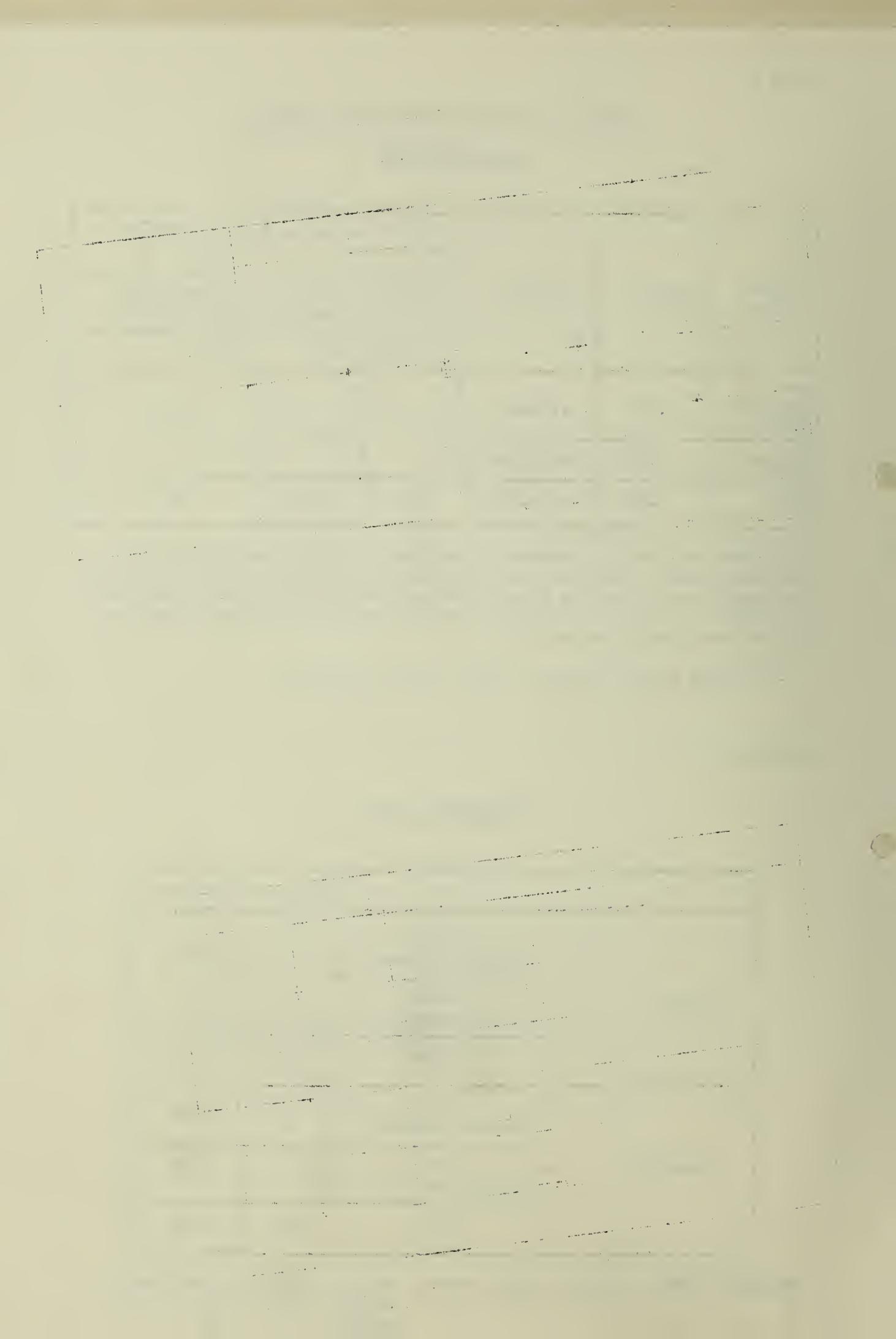


Table C (b)
CARGO TRAFFIC
PRINCIPAL FOREIGN IMPORTS AND EXPORTS

<u>IMPORTS</u>	Calendar Years
	Units-Tons
	1970
	1969
FOODSTUFFS & TOBACCO	
MEAT - Frozen	24,902
Other kinds	1,902
Butter	24,547
Cheese	7,118
Milled Cereals	7,806
UNMILLED CEREALS: Barley	159,912
Maize	226,546
Wheat	510,193
Other kinds	11,203
FRUIT: Canned	21,030
Other kinds	6,258
VEGETABLES: Fresh	6,995
Other kinds	3,119
Feeding Stuffs	509,373
Sugar and Molasses	130,942
Cocoa and Preparations	38,798
Coffee	28,742
Tea	38,316
Tobacco	22,957
Other kinds	5,245
BASIC RAW MATERIALS:	
Wood, Lumber and Cork	81,241
Pulp and Waste Paper	63,163
Ores and Scrap	264,559
Crude Fertilisers and Minerals	324,028
Other Kinds	22,615
FUELS: Coal	7,577
Petroleum Products	340,020
MANUFACTURED GOODS:	
Chemical Fertilisers	80,849
Chemicals	66,707
METALS: Iron and Steel	13,567
Non-ferrous	69,855
Wood and cork manufacturers	11,785
Paper	22,935
Other manufactured goods	16,179
<u>EXPORTS</u>	
Foodstuffs & Tobacco	2,118
Metallic Waste Scrap	5,970
Crude Minerals & Chemicals:	
Clay	3,763
Other Kinds	5,392
Coal and Coke	2,754
Petroleum By-Products	1,537
Manufactured Goods:-	
Chemicals & Chemical Fertilizers	9,117
Metals - Ferrous	31,163
Non-ferrous	35,334
Machinery (inc. tractors)	10,649
Motor Vehicles	9,017
Other Manufactured Goods	5,860
	14,106
	7,778
	4,908
	937
	14,210
	1,339
	7,930
	29,134
	22,324
	17,351
	7,453
	20,991

Section IV

INLAND BARGE TRAFFIC

Number of craft entering during the year }
Tonnage of craft entering during the year } See Note

Places served by the Traffic:

Banbury	Newport
Barry	Sharpness
Bridgewater	Stourport
Cardiff	Swansea
Frampton	Upton
Gloucester	Worcester
Lydney	

NOTE: The number of craft and tonnage is included in the Coastwise Traffic. (See Table B. Section III.)

Section V

WATER SUPPLY

1. Source of Supply:-

(a) The District } Bristol Waterworks Company mains
 } supply to Avonmouth, City and
(b) Shipping) Portishead

2. Reports of Tests for Contamination

(a) Premises

Water supplies to premises throughout the docks area have been sampled during the year and 20 bacteriological examinations have been effected. No adverse report was received.

(b) Quaysides

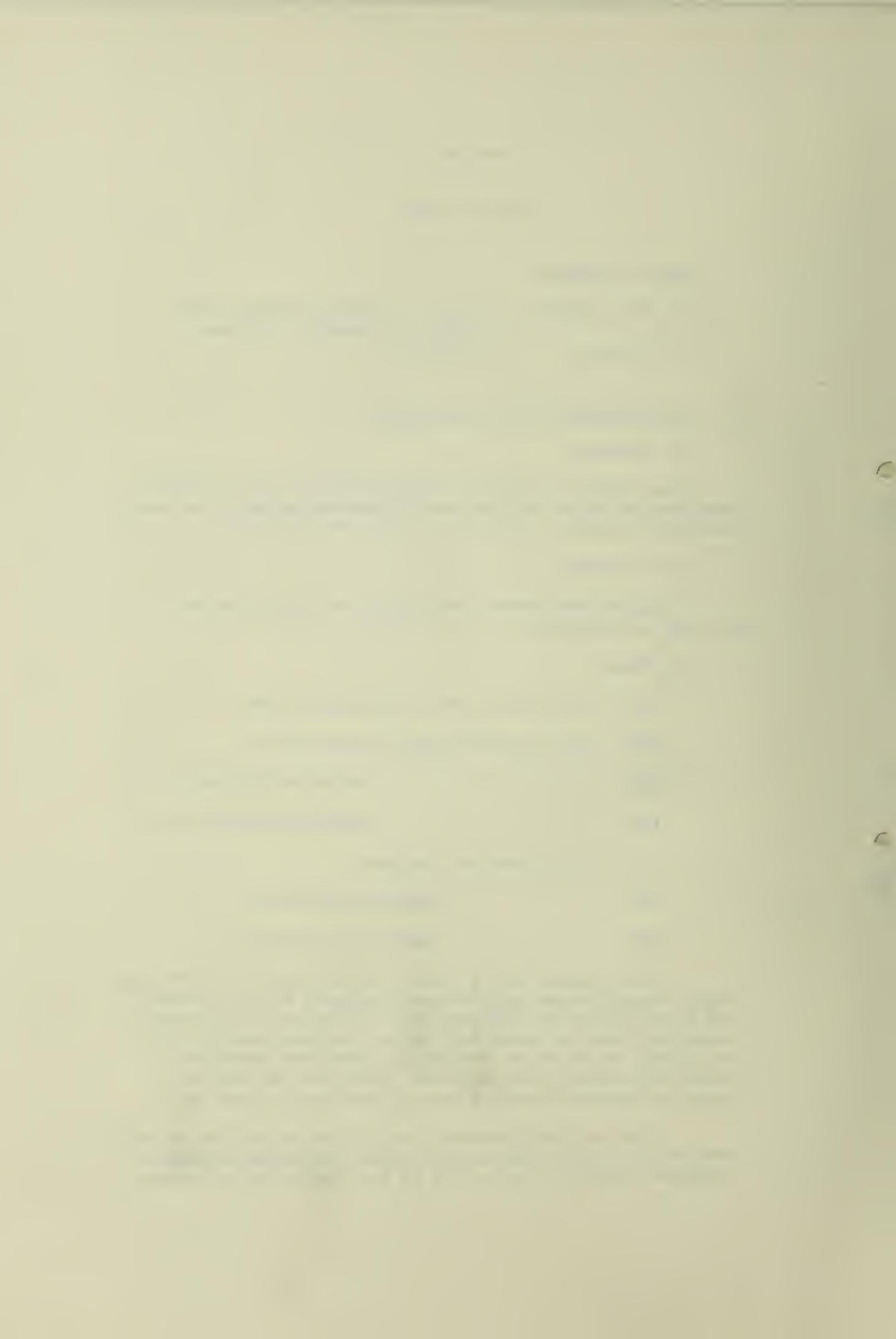
11 samples were drawn from hydrants and supply hoses. All were satisfactory.

(c) Ships

(i)	No. of ships from which samples drawn	120
(ii)	No. of bacteriological examinations	144
(iii)	" " " samples satisfactory	134
(iv)	" " " samples unsatisfactory	10
(v)	No. of chemical analyses	4
(vi)	" " " samples satisfactory	3
(vii)	" " " samples unsatisfactory	1

Two vessels having adverse bacteriological reports upon their drinking water supplies were subjected to full cleaning and chlorination procedures whilst at Avonmouth, seven vessels being dealt with at other U.K. ports. The one remaining ship was already en route for the Far East when the laboratory report was received and the Owners instructed the Master to attend to remedial measures upon arrival at his first port.

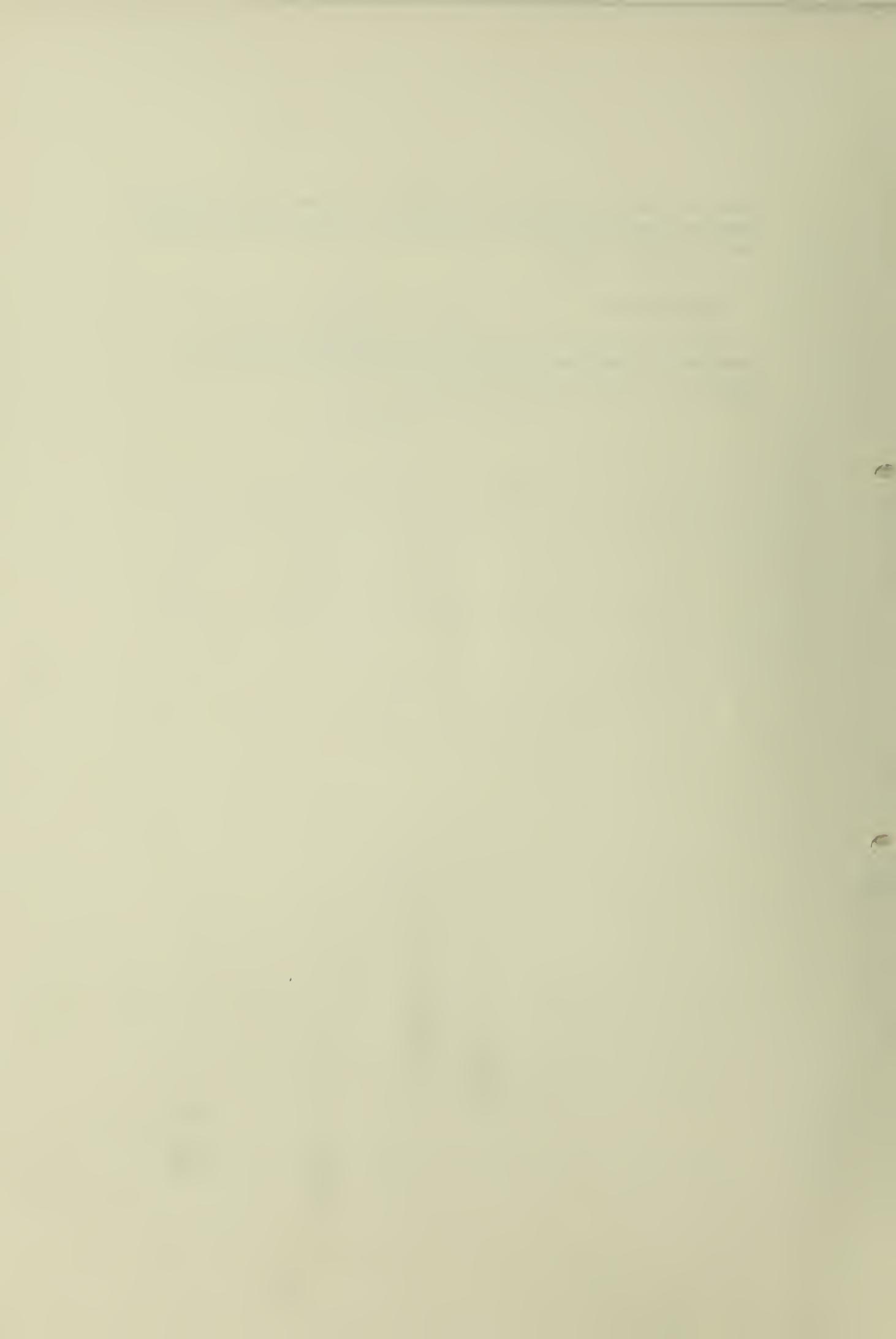
The one unsatisfactory chemical report related to water received on board a British ship while in a Canadian port and indicated a minute trace of oil in the drinking water storage



tank, unlikely to affect the health of the crew, but nonetheless spoiling the taste of tea. The tank was cleaned with detergent and thoroughly rinsed.

3. Water Boats

None is in service in the Port of Bristol. In an emergency, vessels at anchor in the port approaches can be supplied by tugs based at Avonmouth.



Section VI

THE PUBLIC HEALTH (AIRCRAFT) REGULATIONS 1966

THE PUBLIC HEALTH (SHIPS) REGULATIONS 1966

No difficulties have arisen during the year in the practical operation of the above Regulations. The ready co-operation of Port of Bristol Authority Staff, particularly the Officers of Avonmouth Signal Station, together with that of local shipping agents, has been much appreciated.

186 vessels arrived at the port direct from small-pox-infected areas and were boarded by a medical officer on arrival at the entrance lock. A rota of medical officers has been maintained for this work and all cases of sickness reported on or after arrival have been investigated as necessary. 95 re-vaccinations against smallpox were required during the year.

Following the spread of cholera westwards during the latter half of the year and isolation of cholera organisms from a traveller who had returned from Tunisia to his home in North Wales, information concerning cholera-infected areas as notified by the World Health Organisation was circulated and attention drawn to the revised requirements concerning International Certificates of Vaccination against cholera. Although this disease was clearly a greater potential danger at airports, all vessels arriving at the seaport from cholera-infected areas were visited and notices left with the master requesting prompt notification of any sickness on board whilst the vessel was in port.

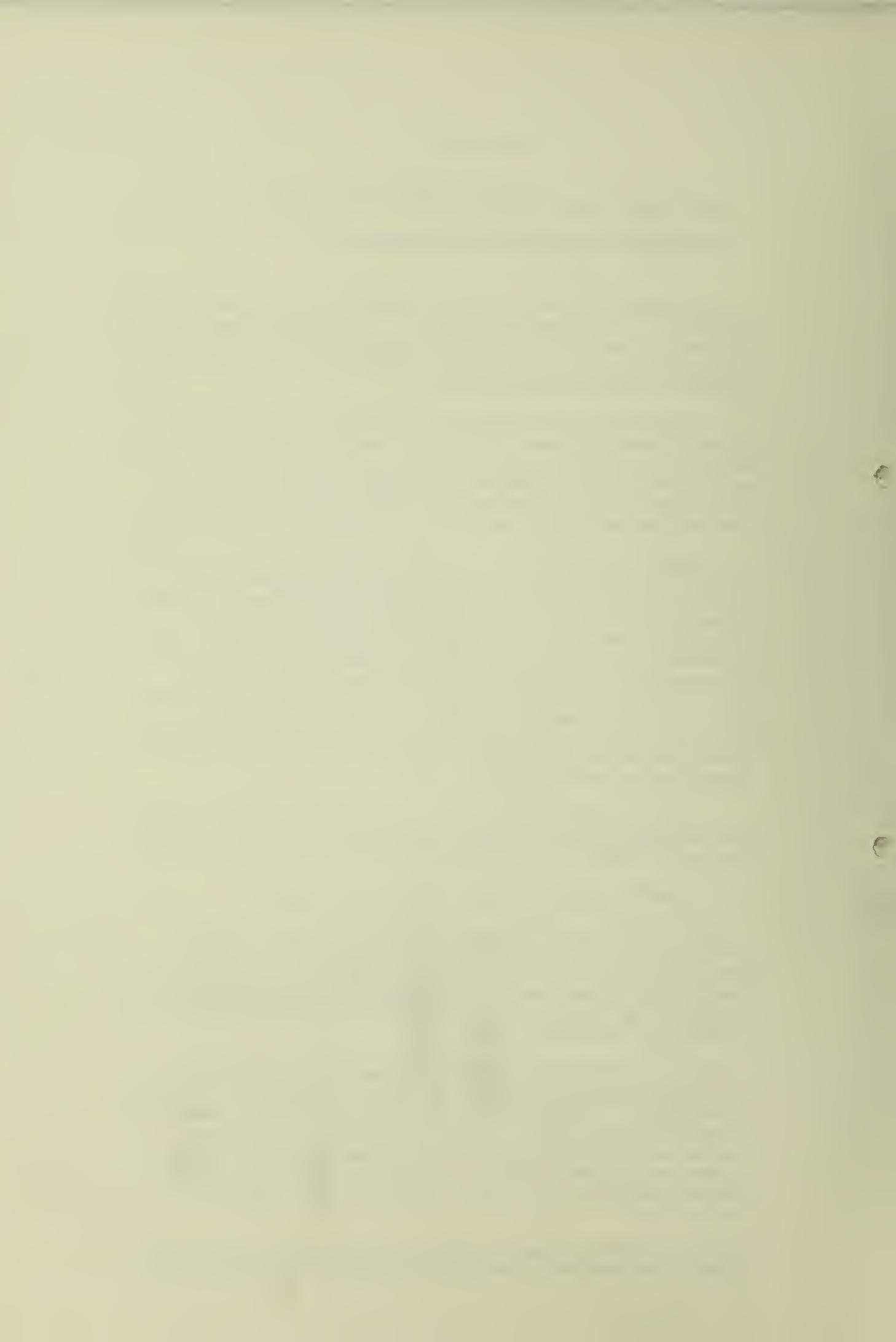
In December the Public Health (Aircraft) Regulations 1970 and the Public Health (Ships) Regulations 1970 were published and will replace the existing Regulations on January 1st 1971.

The main changes in these Regulations include:-

(i) The deletion of typhus and relapsing fever from the international list of quarantinable diseases, the latter now being referred to as "diseases subject to the international health regulations" and meaning cholera (including cholera due to the El Tor vibrio), plague, smallpox (including variola minor (alastrim)) and yellow fever.

(ii) The introduction of a definition for "free pratique" in the (Ships) Regulations and a revision of regulation 15 dealing with signals - thus following the Board of Trade International Code published in 1969. (When free pratique, which now refers only to health clearance, has been granted by an authorised officer of the port health authority or a customs officer acting for the health authority, the Q flag can be hauled down.)

(iii) The substitution of "infected area" for "infected local area" which need not correspond to administrative boundaries,



but is defined on epidemiological principles i.e. that area which because of population characteristics, density and mobility and/or vector and animal reservoir potential could support transmission of the reported disease.

(iv) In accordance with the International Health Regulations and the new Administrative Arrangements for the Health Control of Sea, Air and Land Traffic, agreed by the Council of Europe (Partial Agreement) a single "excepted area" is introduced which does not include the Federal Republic of Germany.

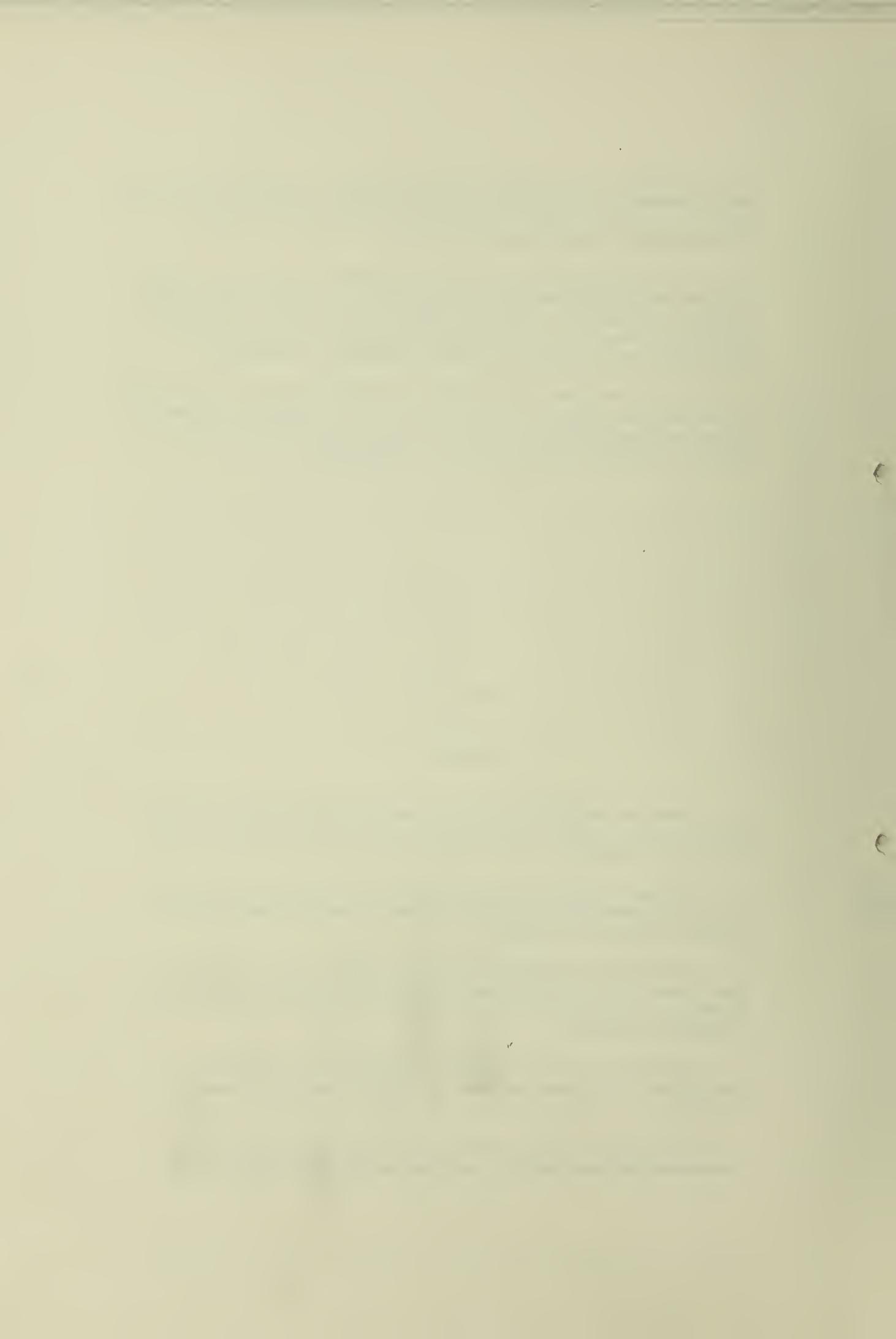
(v) Minor changes in the format of International Certificates of Vaccination which as from January 1st 1971 must be signed by a medical practitioner in his own hand, an official stamp not being an accepted substitute for a signature.

Section VII

SMALLPOX

1. Cases and suspected cases of smallpox occurring within the district are sent to the smallpox unit at Ham Green Hospital, Pill near Bristol.
2. Ambulance facilities are provided by the Ambulance Service of the Corporation of Bristol, which is administered by the Medical Officer of Health.
3. Two smallpox consultants are available - Dr. J. Macrae of Ham Green Hospital, Pill near Bristol, and Dr. H.R. Cayton, Director of the Public Health Laboratory Service, Myrtle Road, Kingsdown, Bristol.
4. Facilities for the laboratory diagnosis of smallpox are available in conjunction with the Public Health Laboratory Service.

The vaccinal state of all Port Health Authority and Ambulance Service staff is subject to regular review.



Section VIII

VENEREAL DISEASE

The Avonmouth Dock Special Clinic has continued to operate throughout the year from 1400 hours - 1600 hours Monday - Friday only. Although primarily for merchant seamen, it is frequently used by local dock workers, therefore, despite the lengthy strike period during 1970 when shipping was at a standstill a total of 370 cases were seen. An analysis of these is given in the table below :-

Condition	1966	1967	1968	1969	1970
Syphilis - Primary	4	6	4	2	4*
- Secondary	-	1	-	-	-
- Latent	10	11	15	-	4
Gonorrhoea	66	49	70	43	280
Non-specific Urethritis	75	66	67	43	36
Chancroid	3	3	4	4	3
Lymphogranuloma	2	7	8	3	4
Non-venereal disease	261	207	304	313	287
Transferred from other U.K. Clinics	10	11	8	4	4
Total	431	361	480	412	370

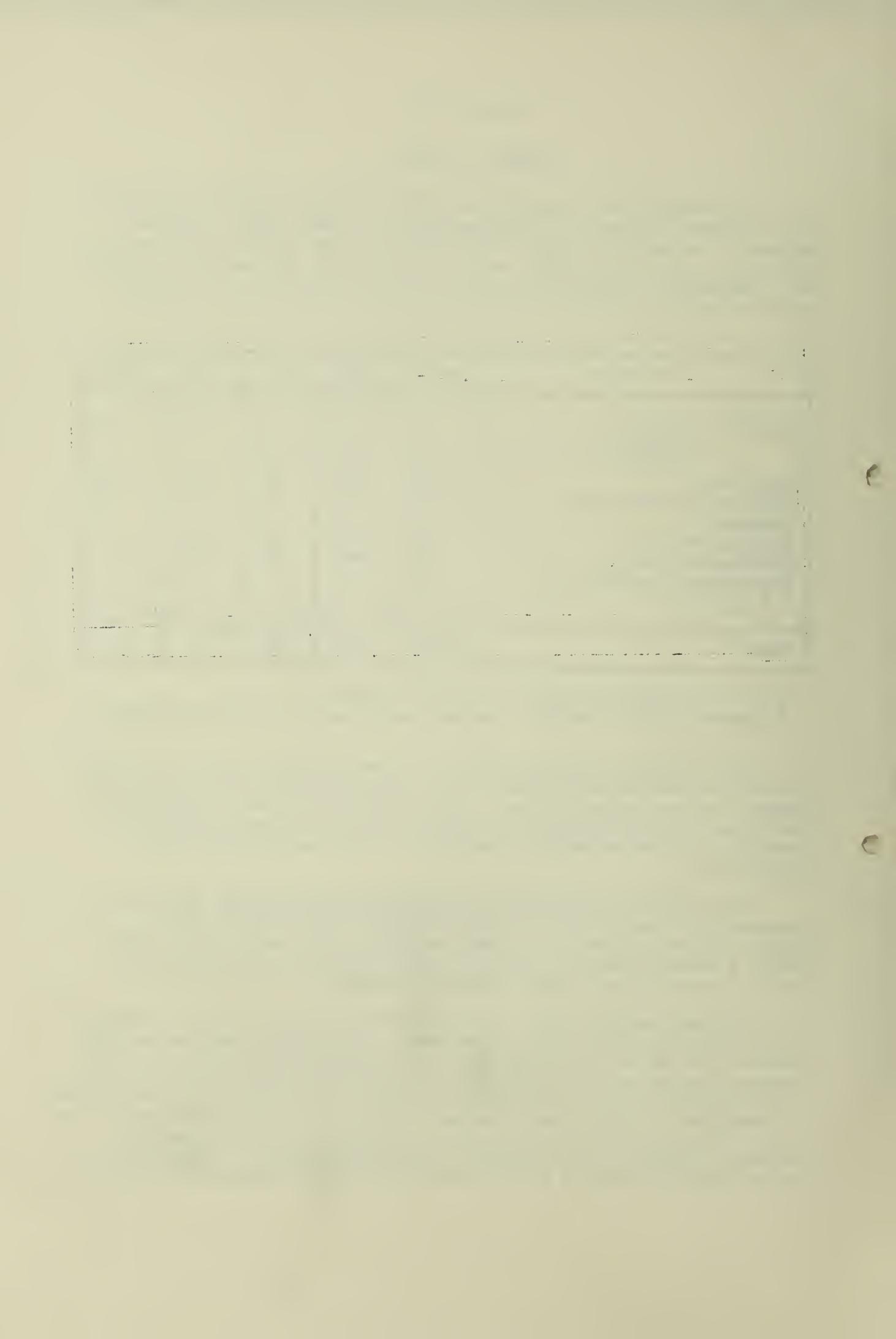
* All cases acquired outside the United Kingdom.

Ø 6 cases acquired locally, 4 outside and 18 within the United Kingdom.

Cases requiring investigation and treatment during weekend or holiday periods are referred to the main Bristol (Maudlin Street) Clinic where 62 seamen were seen during the year. Often cases for further investigation are referred to the Clinics by the Medical Officer of the British Shipping Federation Limited whose ready assistance at all times has been much appreciated.

Clinic cards are distributed on arriving vessels giving the hours of opening and a location map of both the Bristol and Avonmouth Clinics. Despite efforts to encourage prompt treatment, often several days elapse before a seaman appears at the Clinic and in an increasingly permissive society this delay has obvious potential dangers.

Although the Ship Captain's Medical Guide has been used as a reference manual by Merchant Navy Officers for many years, little attention has been given to its use as a training manual. It will probably be used in future, however, for the medical training of all Merchant Navy Officers and form a compulsory part of the training required prior to the receipt of Certificates of Competency. Nevertheless attendance at Clinics is entirely voluntary, but it is to be hoped that with appropriate publicity and improved medical training a greater sense of personal responsibility will be felt towards health matters in general and the control of venereal disease in particular.



Section IX

CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

No case or suspected case of cholera, plague, relapsing fever, smallpox, typhus or yellow fever was seen at the port during the year.

Cases seen on vessels arriving are recorded in the accompanying Table D.

Following the arrival of a vessel from East and South African ports, information was received concerning a Rhodesian deck cadet who had been on leave and had rejoined the vessel at Capetown and later landed at Walvis Bay suffering from what was considered to be typhoid fever. No laboratory confirmation however was available. Investigations carried out on contacts, including blood and faecal cultures and sampling of the ship's water supply all proved negative.

Details concerning two cases of malaria are given in Section X.

Section X

OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

Two cases of malaria were seen during the year amongst the crews of vessels trading with West African ports. One, a British officer of 38 years, was admitted to hospital with a 3-day history of backache and fever developing some 10 - 11 days after leaving Nigeria. Parasites of *Plasmodium falciparum* were found in the blood film. The second case, a German seaman of 36 years, gave a similar history of headache and fever and again the diagnosis of *Plasmodium falciparum* malaria was confirmed on blood film examination. Both cases responded satisfactorily to treatment with chloroquine.

Although most ships' officers accept the need to take adequate precautions to protect themselves against this disease whilst their vessel is in a malarious area, far too little emphasis is given to the importance of continuing prophylactic drugs for one month after leaving a malarious port.

TABLE D

CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

Cases Landed from Ships Direct from Foreign Ports.

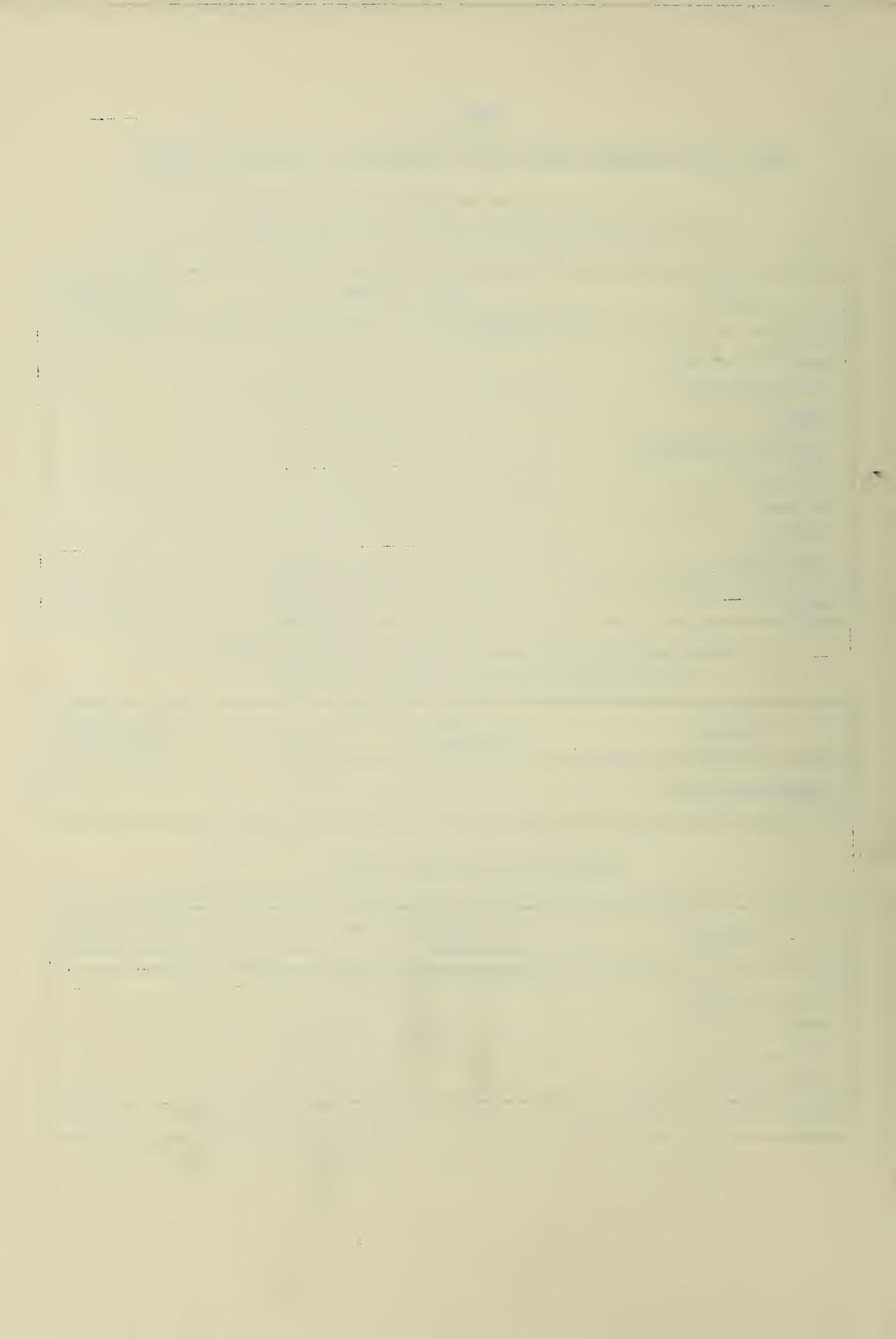
Disease	No. of Cases Passengers	No. of Cases Crew	No. of Ships concerned.
Amoebic Dysentery	-	2	2
Gastro-enteritis	-	4	4
Herpes	-	1	1
Infectious Hepatitis	-	3	3
Influenza	-	9	8
Malaria	-	2	2
Scabies	-	9	9
Tonsillitis	-	10	10
Total	-	40	39

Cases which have occurred on Ships from Foreign Ports
but have been disposed of prior to arrival.

Disease	No. of Cases Passengers	No. of Cases Crew	No. of Ships concerned.
Gastro-enteritis	-	1	1

Cases Landed from Other Ships.

Disease	No. of Cases Passengers	No. of Cases Crew	No. of Ships concerned
Gastro-enteritis	-	4	4
Herpes	-	1	1
Scabies	-	1	1
Tonsillitis	-	2	2
Total	-	8	8



Section XI

MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No such infected or suspected vessel entered the Port during the year.

Section XII

MEASURES TAKEN AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

1. Rat Repression on Ships

During the year 1,231 foreign-going vessels were searched by the Authority's staff. The decline in rodent life on board which first became evident in 1965 was again noted. Rats can no longer be considered as a health menace to crews, indeed when evidence of their presence is found, it is invariably confined to cargo carrying areas. The danger to health by excremental contamination of food cargoes is quite remote, no such instance being recorded for many years. Modern constructional design and techniques deny the rat the hole-in-corner living and breeding places so prevalent in conventional vessels of 20 or more years ago. Improved rat proofing on ships and a greater awareness by officers and men of the dangers and inconveniences of rodent infestations have also played a part in the present day picture of rodent free ships.

The following table shows that during 1970 only 8 ships of the 1,231 searched were found to have evidence of rats on board and of these, in only 2 was the evidence more than minimal.

Year	1966			1967			1968			1969			1970		
	Rats per ship	Total No. Rats	Total No. Ships												
1 to 5	32	11	16	6	18	9	28	8	11	6					
6 to 10	13	2	6	1	31	4	-	-	8	1					
11 to 15	15	1	-	-	-	-	-	-	-	-					
16 to 20	-	-	-	-	-	-	-	-	-	-					
21 to 25	-	-	-	-	-	-	-	-	-	-					
26 to 30	26	1	-	-	-	-	-	-	-	-					
31 to 35	-	-	-	-	-	-	-	-	-	-					
36 to 40	-	-	39	1	-	-	-	-	-	-					
41 to 50	-	-	-	-	-	-	-	-	-	-					
51 to 60	-	-	56	1	58	1	-	-	-	-					
Over 60	-	-	-	-	-	-	-	-	-	71	1				
TOTALS	86	15	117	9	107	14	28	8	90	8					

Searching, trapping and poisoning in 7 vessels accounted for the almost insignificant total of 19 rats caught. The location and subsequent eradication of such minor infestations has called for considerable diligence and care on the part of the rodent control officers concerned.

The table also shows that in one vessel, 71 rats were destroyed and it is reasonable to assume that when the ship left the port there were many more live rats on board. The vessel, built in 1944, and of 4,428 register tonnage, was in every sense "an old tub". She arrived at Avonmouth in July from West Africa carrying a full cargo of phosphate, her previous cargo had been iron ore. As neither of these commodities attract rats, it is likely that the uninvited guests joined the ship at Alexandria with a cargo of maize. Routine searching on arrival revealed rats running on deck, in the accommodation, throughout the holds, in the chain locker and in vast numbers in the steering gear compartment. The only rodent free space was the engine room.

The Greek crew appeared quite indifferent to this quite exceptional infestation and had done nothing to control it. They were totally unprepared when the provision of rat guards and tarred canvas wrappings was formally required.

Unfortunately little could be done beyond the establishment of the strictest security measures to prevent the rats from coming ashore. With numerous rats running on deck, so hungry that they were eating the bodies of their fellows caught in traps, it seemed distinctly possible that they would spread the area of their search for food ashore. Fumigation upon completion of cargo discharge had been intended, but regrettably the vessel was caught in the dock strike and eventually sailed part-laden, unfumigated and still rat-infested. All United Kingdom ports likely to be visited by the vessel were notified.

At Avonmouth during 1970 repressive measures were carried out by the Authority's rodent operatives in 10 ships from 8 of which 87 black and 3 brown rats were destroyed. Mice were noted in 9 vessels and by trapping and poisoning 19 bodies were recovered.

Hydrogen cyanide fumigation of all cargo spaces and accommodation was carried out by a private commercial company early in the year on a refrigerated/general cargo liner usually employed on the UK - New Zealand run. The owners decided to fumigate the whole vessel although this Authority's formal requirement had been limited to one hold and adjacent 'tween decks.

Comparative figures for recent years of rats caught, the number of vessels involved and infestation rates are listed in the foregoing table.

2. Arrangements for the Bacteriological and Pathological Examination of Rodents with Special Reference to Rodent Plague, including the number of Rodents sent for examination during the year.

The 26 black rats recovered from ships from foreign ports were submitted to the Public Health Laboratory Service, Bristol, for examination. All were found to be free of pasteurella pestis.

see TABLE E

3. Deratting Certificates and Deratting Exemption Certificates Issued During the Year for Ships from Foreign Ports

One Deratting Certificate was issued after fumigation with hydrogen cyanide gas and 129 Deratting Exemption Certificates were granted during the year.

see TABLE F

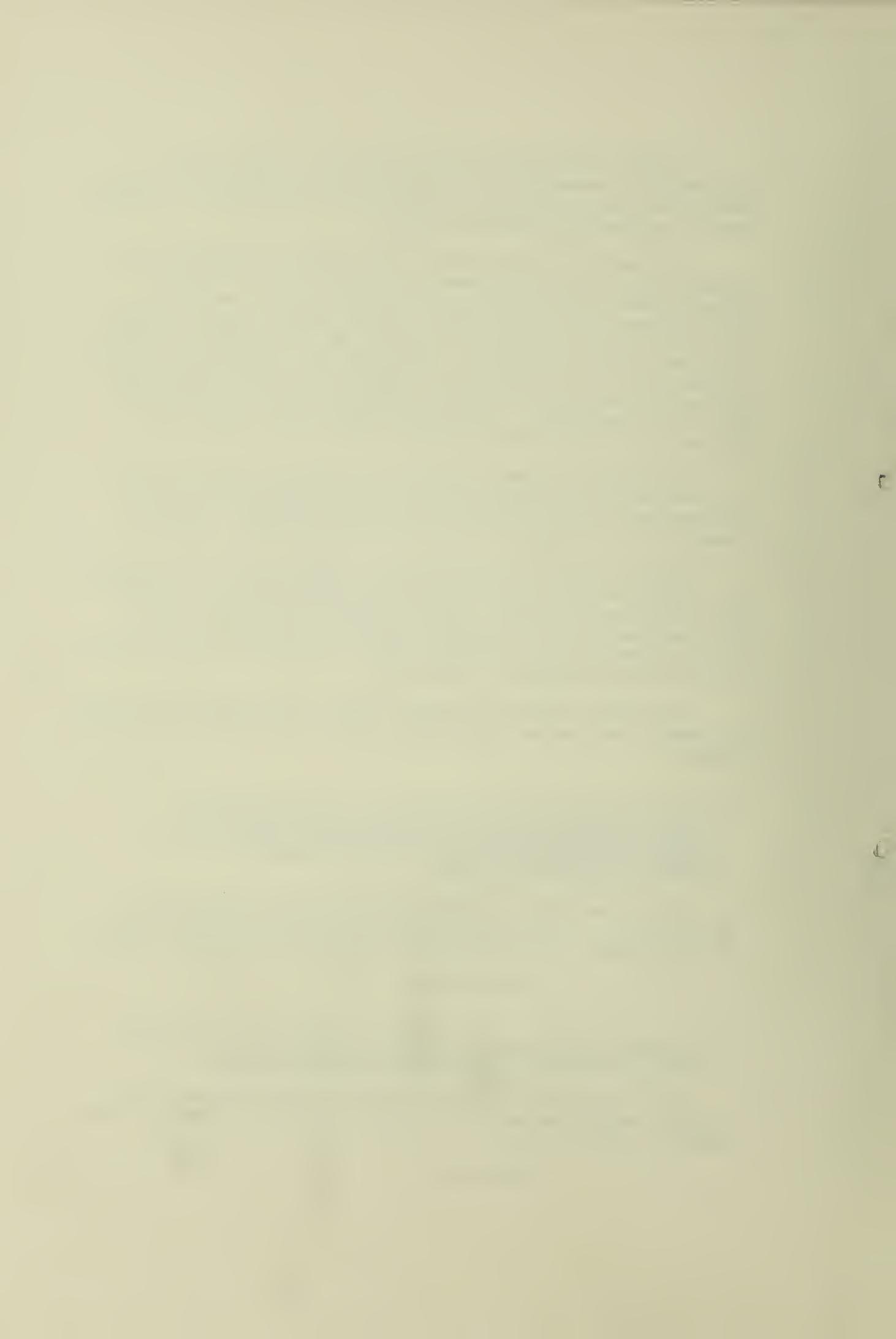


TABLE E

Rodents destroyed during the Year in ships from
Foreign Ports

Category	Number
Black rats	87
Brown rats	3
Species not known	-
Sent for examination	26
Infected with plague	-
Mice	19

TABLE F

Deratting Certificates and Deratting Exemption Certificates
Issued during the Year for Ships from Foreign Ports.

No. of Deratting Certificates issued				Number of Deratting Exemption Certificates Issued	Total Certificates Issued
After fumigation with	After trapp- ing	After poison- ing	Total		
HCN	Other fumigant				
1	-	-	-	129	130

4. Arrangements in the District for Deratting Ships, the Methods Used and, if done by a Commercial Contractor, the Name of the Contractor

Deratting of ships within the District is carried out by commercial contractors, namely Rentokil Laboratories Ltd., Extoxin Ltd., and Contra Pest Services Ltd., using hydrogen cyanide or methyl bromide gas, or sodium fluoroacetate.

Section XIII

HYGIENE OF CREW ACCOMMODATION

The accompanying Table 'G' gives details of the number and type of inspections made and defects noted in both British and foreign vessels during the year. A total of 1,921 inspections were made, 1,231 of these being primary inspections. These figures indicate a decrease of 611 and 421 respectively against those recorded in 1969.

There has been little change in the pattern of defects and nuisances discovered except that improper discharge of ships waste pipes on to quaysides and lack of attention to proper methods of refuse disposal have been rather more noticeable in 1970, while less structural defects denote a satisfactory trend.

As in recent years, cockroach infestations formed a substantial proportion of all nuisances found in both British and foreign ships. In 1969 5.9% of nuisances found on primary inspection were due to cockroach infestations, the 1970 figures show an increase to 6.6%. These have not been trivial infestations, but often of long standing, the main areas affected being galleys, pantries, messrooms, alleyways and frequently the stores. A considerable amount of disinfection has been necessary to eradicate affected areas.

During the year, 34 vessels carried out full disinfection whilst in port at the request of this Authority. 6 vessels were the subject of notification to other U.K. ports where they were further dealt with on arrival and the balance of 42, because of short stay in the port and subsequent departure overseas, could not be treated, but recommended treatments were invariably undertaken by the ships crews concerned.

It is to be hoped that the persistent efforts of this and other Port Health Authorities will stimulate more attention to be given to the problem. Maybe shipowners will awaken to the fact that much money has been spent which could easily have been saved by more efficient shipboard discipline.

Table G

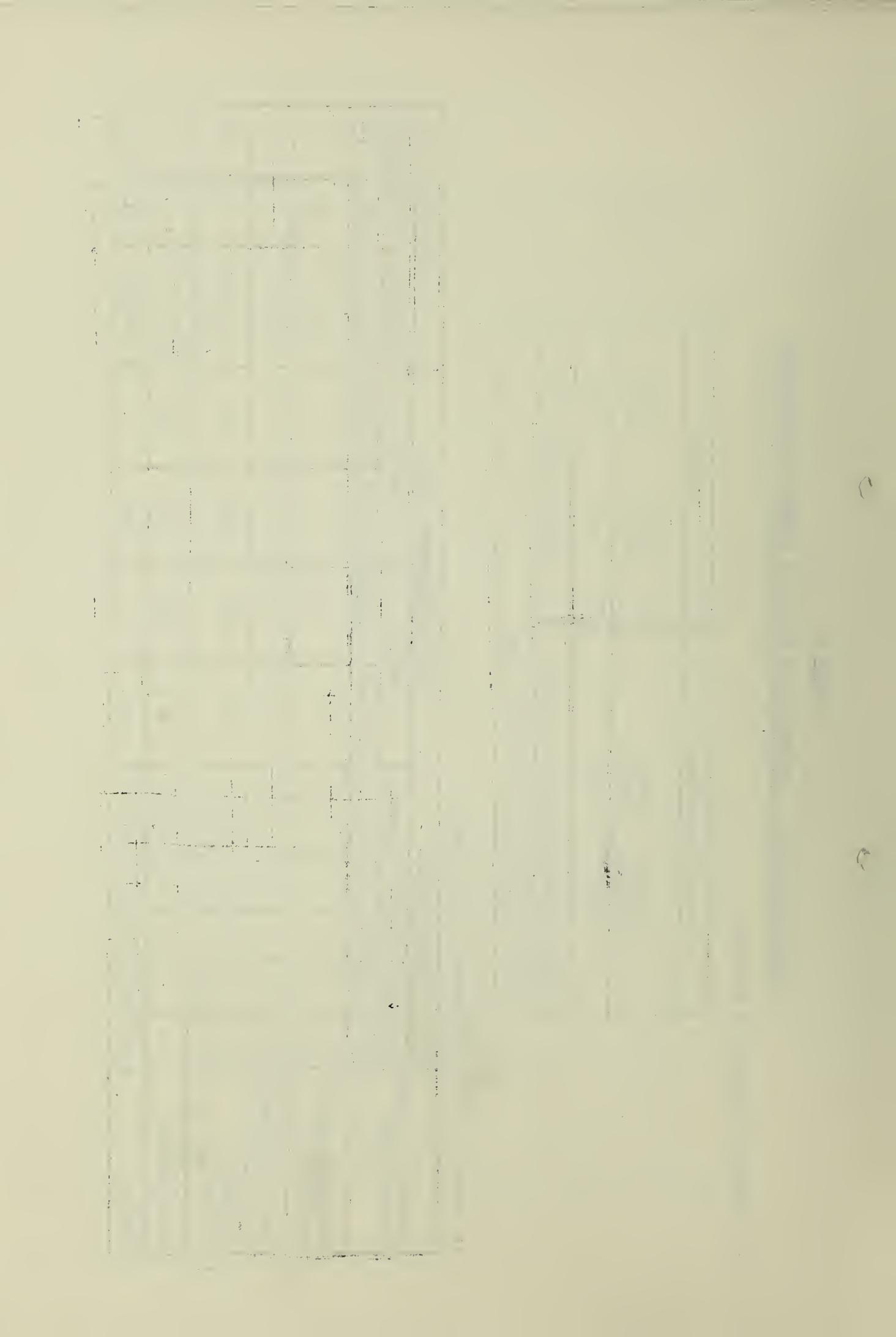
CREW ACCOMMODATION, INSPECTION OF SHIPS FOR DEFECTS AND NUISANCES

a) Primary Inspections & Revisits

Primary Inspections		Revisits	
		British Vessels	Foreign Vessels
471	760	340	350
Total Primary Inspections: 1,231		Total Revisits: 690	
Total Inspections Carried out: 1,921			

b) Nature of Defects/Nuisances & Action taken

Nature of Defects and Nuisances	Notices Served						Defects/Nuisances Found						Results					
	Statutory		Informal		Forward		British		Foreign		No. Ships		Remedied		Not Remedied			
Br.	F.	Br.	F.	Br.	F.	No. Found	No. Ships	No. Found	No. Ships	Br.	F.	Br.	F.	Br.	F.			
Structural Wear and Tear	-	-	9	-	-	-	21	9	-	-	-	-	16	-	5	-		
Dirty conditions	-	-	3	-	-	-	3	3	-	-	-	-	3	-	-	-		
Verminous Conditions	-	-	35	42	4	2	129	38	180	44	73	134	56	56	46	46		
Miscellaneous	-	-	35	18	-	-	36	35	18	18	35	18	1	-	127	152	62	
TOTALS	Nil	Nil	82	60	4	2	189	-	198	-	-	-	127	152	62	46		



Description of Defects/Nuisances found

	Found		Remedied		Not Remedied	
	Br.	F.	Br.	F.	Br.	F.
Refuse on Deck	15	11	15	11	-	-
Quayside Fouling	19	7	19	7	-	-
Defective Drainage	8	-	8	-	-	-
Defective W.C.Pans	3	-	1	-	2	-
Defective Flush Systems	3	-	2	-	1	-
Defective Wash Hand Basins	-	-	-	-	-	-
Defective Bath/Shower Fittings	3	-	2	-	1	-
Defective Galley Fittings	1	-	1	-	-	-
Defective Messroom Fittings	3	-	2	-	1	-
Dirty Storerooms	-	-	-	-	-	-
Dirty Messrooms	1	-	1	-	-	-
Dirty Galleys	2	-	2	-	-	-
Dirty Accommodation	-	-	-	-	-	-
Verminous Storerooms	17	35	9	27	8	8
Verminous Messrooms	32	42	17	31	15	11
Verminous Galleys	30	45	18	34	12	11
Verminous Accommodation	29	35	16	25	13	10
Verminous Alleyways	21	23	13	17	8	6
Miscellaneous	2	-	1	-	1	-
	189	198	127	152	62	46

Section XIV

PUBLIC HEALTH (SHELL-FISH) REGULATIONS
1934 and 1948

There are no shell-fish beds or layings within the jurisdiction of the Bristol Port Health Authority. The supply of shell-fish marketed in Bristol is obtained from other sources.

Section XV

MEDICAL INSPECTION OF ALIENS AND MEDICAL INSPECTION OF COMMONWEALTH IMMIGRANTS

1. List of Medical Inspectors holding Warrants of Appointment

Dr. R. C. Wofinden, Medical Officer of Health

Dr. J. F. Skone, Deputy Medical Officer of Health

Dr. G. N. Febry, Principal Medical Officer (Port)

Dr. E. P. Hamblett, Medical Officer (Port) until 31.12.70

Dr. P. Tomlinson, Medical Officer (Port)

2. Other Staff

Nil

3. Organisation of Work

The medical inspection of aliens and commonwealth immigrants is normally carried out when a ship or aircraft is visited for health control purposes. In all other cases the Medical Inspector is summoned to the airport or seaport at the request of the Immigration Officer who meets the arriving immigrant or alien. For this purpose a rota of medical inspectors is available. No medical examinations were called for during the year.

4. Accommodation for Medical Inspection and Examination

When convenient medical examinations are carried out on board ship by arrangement with the Master. If this is not possible, or if a more detailed examination is required, suitable accommodation is available at both the sea and air ports.

Section XVI

ARRANGEMENTS FOR THE BURIAL ON SHORE OF PERSONS WHO HAVE DIED ON BOARD SHIP FROM INFECTIOUS DISEASE

The Council of the City and County of Bristol is also the Port Health Authority for the district. The ambulance and mortuary facilities of the City are therefore available for the conveyance and detention prior to shore burial of persons who have died on board ship from infectious disease.

ALIENS ORDER, 1953

MEDICAL EXAMINATIONS

During the year ending 31st December 1970

Avonmouth, Bristol and Portishead - Seaport

Bristol (Lulsgate) - Airport

		Seaport	Airport
1.	Number of arriving (ships)(aircraft) carrying aliens	178	486
2.	Total number of arriving aliens (excluding crews)	314	4715
3.	Total number of aliens medically examined	NIL	NIL
4.	Reports and certificates for aliens medically examined:-		

Nature of report or certificate	Total number of reports and certificates issued		Aliens NOT PERMITTED to land	
	Seaport	Airport	Seaport	Airport
A. Unsound mind or mentally defective.	-	-	-	-
B. (1) Undesirable for medical reasons.	-	-	-	-
B. (2) Incapacity to support Likely to require treatment.	-	-	-	-
C. Conditionally landed for further medical examination	-	-	-	-
Totals	NIL	NIL	NIL	NIL

COMMONWEALTH IMMIGRANTS ACT, 1962 & 1968

MEDICAL EXAMINATIONS

During the year ending 31st December 1970

Avonmouth, Bristol and Portishead - Seaport

Bristol (Lulsgate) - Airport

Seaport

Airport

1.	Total number of arriving Commonwealth citizens subject to control under the Act	45	217
2.	Total number of Commonwealth citizens medically examined	NIL	NIL
3.	Reports and Certificates for Commonwealth citizens medically examined:-		

Nature of report or certificate	Number of reports or certificates issued		Number of Commonwealth citizens refused entry	
	Seaport	Airport	Seaport	Airport
A. Suffering from mental disorder.	-	-	-	-
B. (1) Undesirable for medical reasons	-	-	-	-
B. (2) Likely to require major medical treatment	-	-	-	-
Totals	NIL	NIL	NIL	NIL

Section XVII .

IMPORTED FOODS

Imported food totalled 212,249 tons during the year, a decrease of 16.4% compared with the 1969 figure. Foodstuffs of Dutch and Scandinavian origin normally imported through the City docks for distribution to South West England have disappeared, trade having been completely diverted to South East and South coast ports with the advent of containerisation. Trade diversion has also reduced the quantity of canned goods normally received from Australia and South Africa. It has been clear that many cargo liner companies are turning their attention to other ports with modern cargo-handling facilities equipped to deal with container traffic. There is every reason to believe however, that the modernisation programme being undertaken by the Port of Bristol Authority will have a favourable effect upon future trade.

During the year sampling of imported food has been carried out as follows:-

For bacteriological examination	467 samples
For chemical examination	609 samples
TOTAL	1076 samples

Inspection and sampling of imported food has nevertheless called upon a large proportion of port health inspectors' time. There is little doubt that imported foodstuffs have been subjected to more stringent organoleptic bacteriological and chemical scrutiny than has even been applied to the vast majority of home-produced food. This is clearly desirable as the standards of hygiene in overseas countries are variable and subjected to such hazards as contaminated water supplies or insect infestation which would be exceptional in this country.

It is pleasing to note that specific samples of desiccated coconut (149) and egg albumen (35) were found to be free of *saemonella* contamination and no traces of insecticide or arsenic were found in samples of fruits and vegetables subjected to analysis.

Despite the fact that so much imported food has proved to be entirely satisfactory, the numerous problems with which staff have been called upon to deal have emphasised the need for maintenance of vigorous inspection. The following examples illustrate some of the problems encountered:-

a) Portuguese Tomato Paste

Chemical analysis revealed an average tin content of 315 p.p.m. This is slightly in excess of the Food Standard Advisory Committee's recommended upper limit of 250 p.p.m. The Lead content was less than the 5 p.p.m. permitted by the Lead in Food Regulations, 1961.

After discussion with the importer the consignment was released for use in manufacturing purposes only.

b) Irish Delicatessen Products

This consignment consisted of 100 gram plastic packs of such items as smoked eel, ham roll and herring all in mayonnaise. The products were found to contain sorbic acid in apparent contravention of the Preservatives in Food Regulations, 1962. The presence of this particular preservative in this type of food gave rise to doubt concerning the interpretation of the Regulations. Following legal advice no formal action was taken. The manufacturers were however, advised to discontinue the use of sorbic acid and it is significant that this consignment which was to have been the first of many, has been followed by no further imports at Bristol.

c) Canned Asparagus

Asparagus is often a difficult commodity to can as interaction between the vegetable and the tin not infrequently leads to metallic degeneration.

A consignment of New Zealand asparagus tips revealed a tin content of 300 p.p.m. As the analyst's report was received after the goods had been despatched to a warehouse in Cheshire, the matter was referred to the appropriate inland authority.

Similarly Canadian asparagus spears were found to have a tin content of 215 - 230 p.p.m. Although below the recommended upper limit of 250 p.p.m. it was considered sufficiently high to warrant early disposal and sale.

d) Unsweetened Chocolate

An American product, unsweetened chocolate is used in cake fillings, sauces etc. Upon off-loading from a container the cartons and packets therein were found to be slightly damp with mould having penetrated a high proportion of the individually wrapped 1 oz. chocolate blocks. The importers unhesitatingly surrendered the consignment which was destroyed.

Principal commodities submitted to bacteriological and/or chemical examination, the country of origin and the number of samples drawn are listed in the accompanying table.

The following summary indicates the nature of adverse conditions occasionally found to exist in food consignments arriving at the port.

(i) Frozen Meat

Lamb carcasses of varying grades affected by mould, dirty ice or hydraulic fluid contamination or brine staining were encountered during the year. Every effort was made to recondition affected carcasses and from a total weight of 6,464 lbs. it was possible to salvage as fit for human food some 2,777 lbs, the remainder being destroyed.

With a total of 24,164 tons of frozen meat passing through the port during the year, the fact that there was such a small amount of damage speaks well for the general stowage and handling conditions normally encountered.

(ii) Other Foods

(a) During the year it was necessary to place two consignments of Irish frozen meat under detention within the provision of the Imported Food Regulations, 1968, due to Official Certificate deficiencies. The guidance of the Ministry of Agriculture was sought on both occasions and in due course the meat was released for distribution. As a result of our representations, however, the Irish Official Certificate was amended.

(b) 150 chests of tea from the Far East having transhipped in Spain and received in this country from Bilbao to Southampton by container were found on arrival to be heavily contaminated with a powdery blue dye. Amongst the sweepings removed from the container were found coconut husks, asbestos, wood and dirt. This dirty container and contaminated tea caused a considerable amount of unnecessary work. Each of the 150 tea chests was opened and examined, 17 chemical samples being submitted for analysis. No condemnation was necessary however, and the tea was deemed fit for normal sale. The matter of the dirty container was referred for the attention of Southampton Port Health Authority.

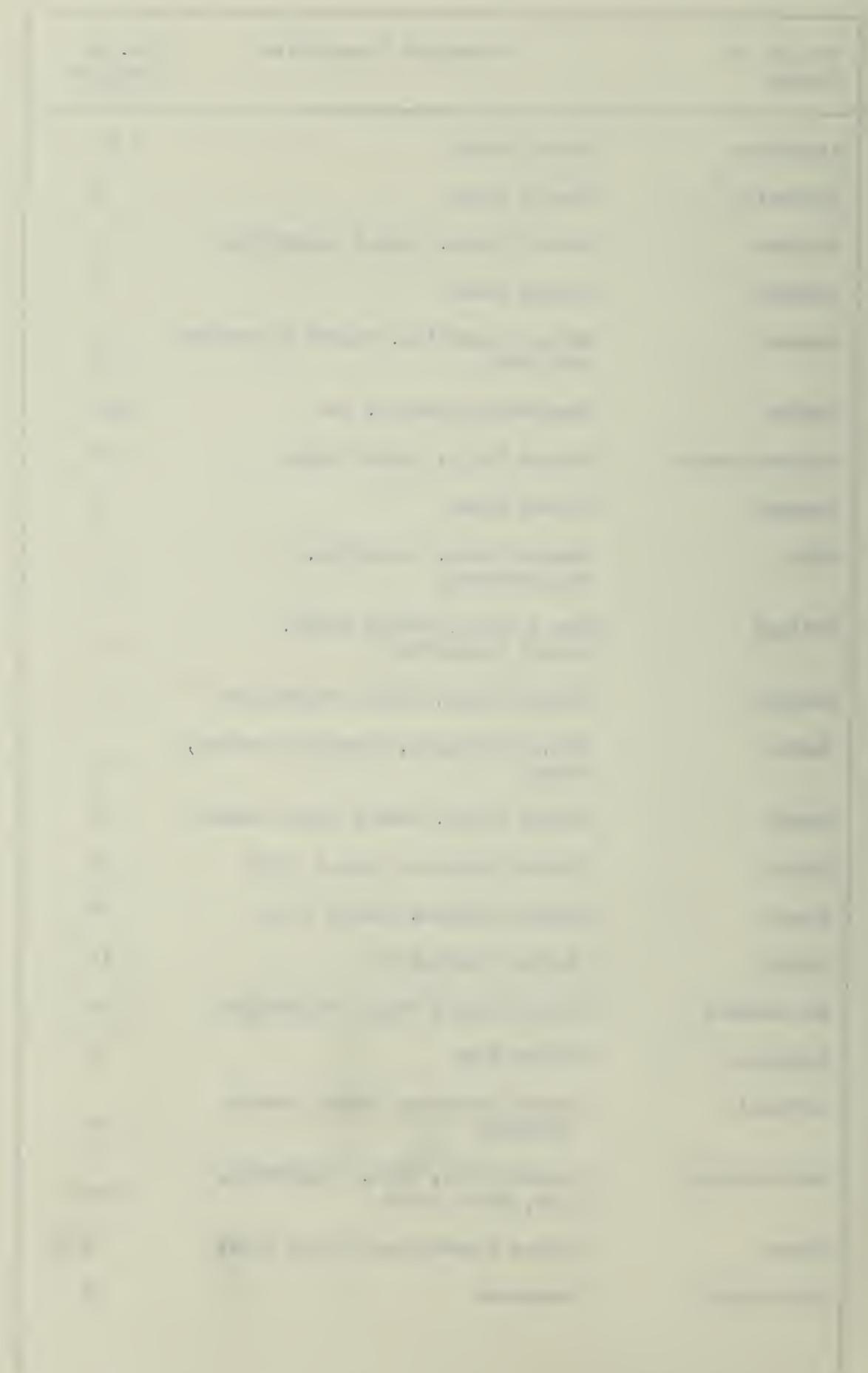
(c) Examination of 200 cartons of shelled almonds from the U.S.A showed evidence of staining with heavy fuel oil. The whole consignment was examined in detail. Whilst some oil penetration had occurred, the main damage was occasioned by the taint of the oil affecting the delicate flavour of the almonds, which if eaten, would undoubtedly have produced nausea. 7 X 25 lb. cartons were destroyed.

(d) Wet-staining of some 198 chests of tea off-loaded from the m.v. Churruca called for careful scrutiny of the whole shipment. From 105 damaged chests, 26 cwts. of tea were destroyed.

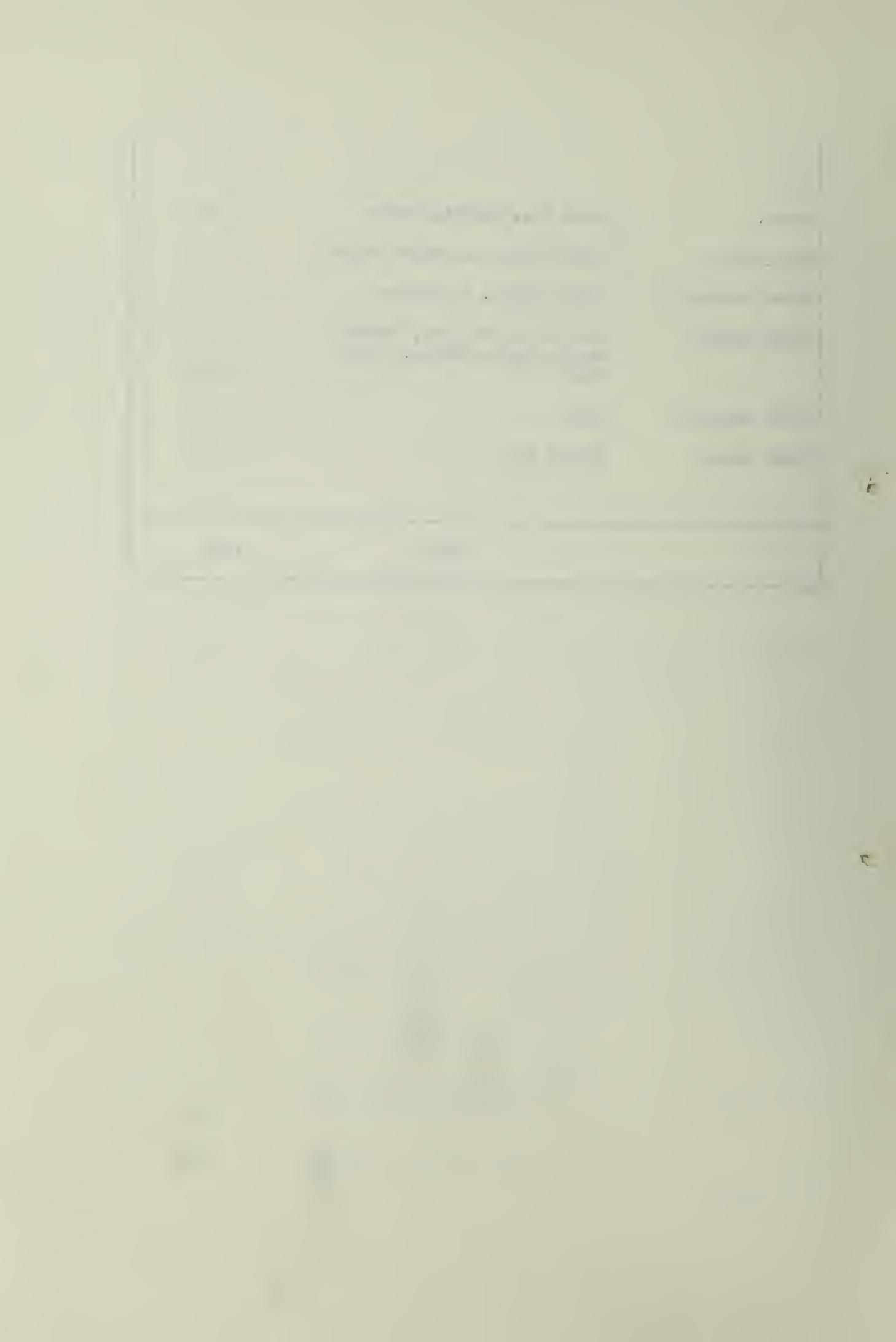
(e) 22 tons of onions were destroyed during the year as being unfit for human food. 3 shipments were involved, by far the greatest quantity (16 tons) having been imported from South Africa. All were in a heated, rotten, decomposing condition on arrival.

The friendly cooperation of importers, agents, insurance surveyors and of the staff of the Port of Bristol Authority has been much appreciated. The generally informal methods of dealing with many of the suspect or damaged commodities has continued most satisfactorily.

Country of Origin	Principal Commodities	No. of Samples
Argentine	Canned Meats	12
Australia	Canned Meats	6
Belgium	Canned Meats, Canned Vegetables	2
Bulgaria	Canned Meats	6
Canada	Dried Vegetables, Canned Vegetables and Fruit	29
Ceylon	Desiccated Coconut, Tea	198
Czechoslovakia	Canned Fruit, Canned Meats	8
Denmark	Canned Meats	4
Eire	Canned Meats, Conserves, Confectionery	17
Holland	Canned Meats, Canned Fruit, Canned Vegetables	15
Hungary	Canned Meats, Canned Vegetables	9
India	Tea, Groundnuts, Chocolate Powder, Curry	25
Israel	Canned Fruit, Canned Fruit Juices	37
Italy	Canned Tomatoes, Canned Fruit	37
Japan	Canned Oranges, Canned Fish	98
Malaya	Canned Pineapples	17
New Zealand	Canned Fruit, Canned Vegetables	16
Pakistan	Canned Fish	4
Portugal	Canned Sardines, Canned Tomato Products	23
South Africa	Canned Fruit, Meat, Vegetables, Fish, Dried Fruit	218
Spain	Canned Vegetables, Canned Fruit	2
Switzerland	Conserves	2



U.S.A.	Dried Egg, Packeted Foods	65
West Indies	Canned Fruit and Fruit Juices	1
Other European	Canned Meats, Conserves	7
Other African	Tea, Cocoa Products, Canned Fruits, Canned Meats, Canned Fish	213
Other American	Nuts	2
Other Asian	Canned Fish	3
	TOTAL	1076



FOODSTUFFS DESTROYED

Description	Principal Causes of Destruction	Weight in tons
Frozen Meat	Decomposition; mould; bruising; dirt contamination; foul dock water contamination	1 $\frac{3}{4}$
Canned Goods	Crushed; burst; leaking tins. Metallic contamination	109
Fresh Vegetables (Onions and Potatoes)	Heated, rotten condition	22 $\frac{3}{4}$
Other Foods (Bagged and Cartoned Commodities)	Wet and mould damage; excessive dirt contamination; taint (in respect of tea); insect infestation	45
TOTAL		178 $\frac{1}{2}$

Section XVIII

OTHER MATTERS

1. Rodent Control on Docks, Quays etc.

The five-week strike of public service employees during October and November was marked by large accumulations of refuse and waste material on quaysides and the working areas of storage and transit sheds. Despite efforts to control rodent infestation of such tips it was evident that they provided ideal feeding and breeding places for mice. Fortunately there was no noticeable increase in the rat population of the docks. The removal of the tips in mid-November caused the spread of mice into adjacent buildings and although by the end of the year control had been effectively re-established, the presence in the sheds of these food-spoiling creatures did give rise to concern for some weeks.

There has been no recurrence this year of the trouble experienced during 1969 from mice infestations of bagged grass seed stored in transit sheds. A greater awareness of the dangers by Port Authority staff has enabled potential infestation problems to be minimised and no health hazard has arisen.

During the year the 8 provender mills were reduced to 6 and all are now serviced by Health Department staff.

There has been no cause for concern from the localised infestations principally within only 3 of the mills and indeed there appears to have been a diminution of one infestation which has given trouble for many years.

Rodents Destroyed in Docks, Quays etc. during 1970

	Black Rats	Brown Rats	Mice
Avonmouth Docks	544	37	67
City Docks	-	3	-
Chittening Estate	-	-	-
Total	544	40	67

No. of Rats submitted for
Laboratory Examination and
found free of Pasteurella
pestis)
)
 91

The annual rodent survey of 72 barges included vessels using both Avonmouth and the City Docks. On only one barge was rodent life detected and by trapping and poisoning 10 brown rats were killed. The source of the infestation was found to be within the very old quay wall at a loading point within the City Docks. Appropriate measures were taken to treat the wall and the tunnelled areas behind it.

The port's floating grain elevators were kept under constant inspection and during the year 13 black and 2 brown rats were destroyed on 3 elevators.

Rodent control within the docks areas, trading estates, transit and storage sheds has been satisfactory, but clearly the total freedom from rodent damage enjoyed by port users has demanded constant and regular attention to effective control measures.

2. Dock Hygiene and Sanitation

Three amenity blocks have been in use during the year, each being of a high standard. Although casual damage has been noted from time to time, these facilities have apparently received greater respect than the less sophisticated sanitary blocks.

Sanitary facilities within the City Docks have given no cause for concern.

3. Canteens within Dock Areas

All have operated satisfactorily throughout the year. There has been a welcomed improvement in the standard of cleanliness within the main Central Canteen - the subject of adverse comment in the 1969 Report.

Revision of "allowance" times and working hours throughout the dock at the end of the year led to an extension of the catering facilities provided for registered dock workers. 13 beverage and 12 food vending machines situated at strategic points now supplement the meals service provided by the 3 main public canteens, thus providing a round-the-clock facility available to all dock users. Cleansing and servicing of these machines has so far proved satisfactory. Bacteriological examination of the foods offered for sale has shown them to be fresh, wholesome and free from bacteriological contamination.

4. Avonmouth Docks Trading Estate - Chittering

The provision of additional warehouse accommodation has continued in 1970 and food inspection duties of Port Health Authority staff on this Estate have increased considerably. The Estate continues to be free from rodent infestations and refuse disposal is well managed. Minor difficulties relating to canteen counter service arrangements were remedied.

5. Factories

Inspections made under the provision of the Factories Acts have revealed no adverse conditions or contraventions, except one instance concerning a deficiency of male sanitary accommodation. Following a lengthy delay on the part of the company concerned intimation that legal proceedings would be instituted caused the necessary facilities to be provided.

6. Clean Air Act 1956

During 1970 there were few contraventions of the Dark Smoke (Permitted Periods)(Vessels) Regulations, 1958. As in past years, lack of care in engine room procedures formed the principal cause of such contraventions and reports reiterated phrases such as - "improperly regulated air supply" and "black smoke ceased immediately after warning to Master and Chief Engineer".

11 vessels received verbal warnings, 2 of which were followed by formal notices. In all instances, there was prompt abatement of the nuisance. In November a twelfth vessel, the m.v. "Calypso", with a cargo of molasses defied all attempts, both informal and formal, by the Authority's Officers to deal with the virtually continuous black smoke emission which lasted for over 24 hours. No alternative remained but to institute legal proceedings against the Master. The case involved 3 summonses under the Act and Regulations and resulted in a plea of "Guilty". Fines totalling £150 were imposed.

The "Calypso" case illustrates a serious deficiency in the Clean Air Act. Before legal proceedings can be instituted the formal approval of a local authority has to be recorded and this inevitably takes some time. If in the interim period the offending vessel leaves the port and if of foreign registry and ownership with no registered office in the United Kingdom, then no action whatsoever is possible against the owners or the master unless he returns to the United Kingdom, when it would then be feasible to serve a summons. Irrespective of the gravity of the offence the time consuming procedures of the Act can defeat their own object. Consideration could well be given to an amendment enabling authorised officers to initiate legal proceedings immediately should necessity demand.

7. Animal Feeding Stuffs

328 samples of animal feeding stuffs were taken from the 8 provender mills within Avonmouth Docks under the provisions of the Fertilisers and Feeding Stuffs Act, 1926. 53 samples initially failed to satisfy the formal requirements of the Act and Regulations, but all were found satisfactory upon repeat sampling.

8. Dust Nuisances

There has been no improvement in the dust problems affecting Avonmouth Docks. Spillage from uncovered grain, animal feeding stuff and chemical lorries has again been the prime cause within the dock areas. In the absence of public health legislation enabling a local authority to deal with these matters no improvement can be hoped for until such time as the Port of Bristol Authority compulsorily require all lorries loaded with fine-particle substances to be covered before moving from the loading area. In one area of the dock where fishmeal lorries have to turn, "overfill" and consequent spillage have caused the earth verges to become impregnated fly-breeding areas. It appears that the continued inconvenience and unpleasantness caused not only to pedestrians, but many dock users must continue to be subjugated to the alleged demands for speed and economy in handling. The present position is most unsatisfactory.

